

In the Press, and will shortly be Published,

RAILWAYS AND OTHER WAYS

BEING REMINISCENCES OF CANAL AND RAILWAY LIFE DURING A
PERIOD OF SIXTY-FIVE YEARS

BY

MYLES PENNINGTON

*The Oldest Railway Officer Living, still in Active Service, and first Goods Manager of
the Preston and Wyre and North Staffordshire Railways of England, and
first General Freight Agent of the Grand Trunk Railway
of Canada.*

ILLUSTRATED WITH PORTRAITS OF SOME EARLY RAILWAY MANAGERS OF
ENGLAND AND CANADA.

DEDICATED (BY PERMISSION) TO SIR JOSEPH HICKSON,
Late General Manager of the Grand Trunk Railway.

TORONTO :
WILLIAMSON BOOK COMPANY
1893.

PREFACE.

"In Canada and the United States the railroad is of greater value even than in England ; it is there regarded as the pioneer of colonization, and as instrumental in opening up new and fertile territories of vast extent—the food-grounds of future nations."—*Samuel Smiles' Life of George Stephenson.*

AS a reason for bringing out the present work, it may be mentioned that, about five years ago, the author wrote some old-time memories of the early days of the Grand Trunk Railway, which appeared in the *Toronto Globe*. These were well received, and the author was asked by his friends to issue them in a more permanent form. The author now complies with the above request, and has added much additional matter, illustrative of the pioneer Canadian Railways ; he has also gone back to the time, some sixty-five years ago, when the stage-coach, stage-waggon, and canal boat, were the main channels through which the traffic of the country (freight and passengers) was conveyed from place to place. An account is given of the early Tram Roads and Railroads in England, with sketches of some of the leading railway managers.

Stories of the railway mania of 1845—the English Railway Clearing House—Telegraphy and the Atlantic Cable—an account of the first Steamboats, Ocean Steamships, etc., which it is hoped

will be found interesting, as well as many incidents and anecdotes, humorous and otherwise, bearing upon these great undertakings.

The last six or seven decades have been fraught with wonderful inventions and discoveries, coming so thick and fast upon each other that the human mind is almost bewildered when it meditates upon them. It is safe to say, however, that nothing has done so much to bring nations together, and to advance the interests of their inhabitants, as those of the Locomotive and the Steamship.

The author has watched the rise of these mighty pioneers of civilization from their infancy to their present gigantic growth; and, from his long experience of the carrying industries in both England and Canada, has ventured to make some remarks connected with the management of them, more particularly as regards the movements of freight and freight rates, questions which are frequently being discussed by Governments and the public in all countries.

The author's long and intimate connection with the two Canadian railways, the Grand Trunk and Great Western (now forming one system), since their opening forty years ago, must be stated as a reason for his giving more than ordinary prominence to the sketches and memoirs of the men who have had the management of these railways, and of those who are still the active workers on that of the Grand Trunk, who in most cases have grown from youth to mature age in its service. It makes it the more desirable, perhaps, that the reminiscences of the early Grand Trunk Railway should be recorded, from the fact that many of the documents connected with its early history were destroyed by the burning of the general offices at Point St. Charles, Montreal, many years ago.

The subjoined synopsis of the book, "Railways and Other Ways," will give a fair idea of the character of the work.

THE AUTHOR.

Toronto, June, 1893.

SYNOPSIS OF CONTENTS.

THE AUTHOR'S BIRTH—Schoolboy Days—Sent to See the "Hanging"—A Moral Lesson.

CANAL AND STAGE WAGGON CARRYING IN THE OLDEN TIME.

Canal Boatmen—Game Poachers—The Lost Fly Boat—Pen Portrait of a Famous Carrier—The "John Bull" of *Punch*—Bound Apprentice to a Carrier—A Canal Carrier's Cash Book of 1811—A Teamster Learned in Freight Rates—Agent Myles Beck and his Carter who Forged MB—The Mysterious Trunk—The Deead (dead) Mon (man)—Stage Coaches—A Ride and a Runaway in 1831—A Five-mile Railway Unites two Canals—The Author as Driver on a Midnight Train, 1830—Notes on the Town of Preston,—Lord Stanley of Preston, now the Earl of Derby, Governor-General of the Dominion of Canada.

EARLY ENGLISH RAILWAYS.

Stockton and Darlington—Liverpool and Manchester—Death of Huskisson—My First Freight Classification—"Bobbins and Dead Pigs"—How we Sold a Railway—First Excursion Trains—Fleetwood Railway—I make some Railway Traffic out of Boulders picked up on the Sea Shore—The "Tossicated" (tossed about) Woman—Her First and Last Railway Trip, Lancashire Dialect—Staffordshire Potteries, 1848—Tutbury Castle—Prison of Poor Mary Queen of Scots—An Act of Parliament of 1761—Trent and Mersey Canal—A Cumberland Wrestler and an Irish Cow Boy my Witnesses in London—Railways and the Three Celebrated Quakers, Messrs. Pease, Edmondson and Bradshaw.

SYNOPSIS OF CONTENTS.

EARLY ENGLISH GOODS MANAGERS.

Their Power over the Traffic of the Country—Braithwaite Poole—Sir James Allport—Samuel and Colin Eborall—Wm. Cawkwell—Samuel Salt—Thos. Kay—F. Broughton—W. L. Newcombe—Mr. Walklate—Mr. Ormandy.

SOME EARLY ENGLISH GENERAL MANAGERS.

The Swearing Captain—The Stock Jobber—A Polish Refugee, who Doubled the Fares—The Drunken Manager—A Change in the Selection takes place—Kenneth Morrison, Founder of the Railway Clearing House—A Grand Institution—King Hudson and the Railway Mania of 1845—Incidents Connected with It—Bogus Schemes—A Clergyman's Prospectus—Hudson's History and Downfall—Final Burst Up—Off to the Continent or Suicide—"The Fast Coach Crawls Slow"—At London as a Parliamentary Witness—What I Saw—Testimonial to S. P. Bidder in 1847—The Author's Remarks, &c.

CANADA, 1853.

GRAND TRUNK RAILWAY—Sketches of Some of the Early Men—Hon. John Ross, President—Benjamin Holmes, Vice-President—Sir Cusack Roney, Secretary—S. P. Bidder, General Manager—Henry Bailey, Assistant General Manager—M. Pennington, Goods Manager (G. T. R.)—Sir George Cartier's Interview with Queen Victoria—T. E. Blackwell, Second Vice President—Walter Shanly, Chief Engineer and General Manager—A. M. Ross, Engineer of Victoria Bridge—F. H. Trevithick (a Son of Richard Trevithick, who made the First Locomotive), Mechanical Superintendent—Superintendents: S. T. Corser, C. R. Christie, J. S. Martin—D. Stark, W. Kingsford, S. T. Webster—John Roberts, T. S. Millar, Portland Goods Managers—H. C. Bourlier, Superintendent St. Thomas Section or "Tommy Cod Line"—J. B. Jones, Cornelius Judge, Assistant Goods Managers—Note on Thomas Brassey, the Famous Railway Builder—Hendrie and Shedden, the Pickfords of Canada—Mr. Shedden's Sad Death—Mr. Wm. Hendrie's Successful Career—Cartage Agency at Toronto in 1857 and 1888—A Comparison.

SYNOPSIS OF CONTENTS.

vii.

INCIDENTS IN THE EARLY DAYS OF THE G. T. R.

First Tariff in Decimal Currency—Railway Gauge—Its Cost—A Bear Story—A Whiskey Line—Curious Railway Claims—P. H. Carter—The Exploded Steamboat—Burning of the Boots—The Ice Shove—A Moose Deer's Tilt with a G.T.R. Train—The Boulder Monument—The First Sleeping Car Bunks—A Tin Testimonial.

SKETCHES OF SOME EARLY RAILWAY OFFICERS.

Sir Casimer Gzowski—C. J. Brydges—Mr. Tillingast—Col. F. Cumberland—A. Fell—Thos. Swinyard—(W. K. Muir, in Memoriam)—Joseph Price—F. Broughton—Robert Bell and the Bytown (Ottawa) Line—W. A. Merry—Thos. Bell (now of Leamington, England)—George Burdett Spriggs, now General Freight Agent of the "Nickel Plate" Railway—James Charlton, now General Passenger Agent of the Chicago, Alton & St. Louis Railroad—John Weatherston, a Diligent Life—Nicholas Weatherston, now Western Freight and Passenger Agent of the Intercolonial Railway—H. K. Ritchie, Stationary Department—W. S. Champ, 27 Years Paymaster—Alexander Fraser, Paymaster and Travelling Auditor—John Crampton, Alexander Mackay, General Freight Agents—Joseph Taylor, Author of "A Fast Life on a Modern Highway"—W. R. Tiffin, Assistant Superintendent—A Testimonial—M. C. Dickson, District Passenger Agent.

"CHERRIBLE BROTHERS."

Boston and Portland Steam-Packet Company—Early "Probabilities"—Captain Coyle and Joseph Brooks—A Collision on the Atlantic—M.P. the Jonah of the Ship.

A STORY OF THREE NIGHTS IN THE CARS.

Stuck in the Snow—A Dead Engine—Dug Out—Foraging Parties—"An Elongated Lug" (Ear).

THROUGH BILL OF LADING SYSTEM.

By Railway and Steamship Introduced by the Author and the late Sir Hugh Allan—Now the Largest Carrying Business in the World—Some Statistics—Godfrey Macdonald's Shipments from 1871 to 1879.

SYNOPSIS OF CONTENTS.

WALTER SHANLY.

Presentation of an Address—His Reply.

THE LATE THOS. COOK.

The World-Renowned Excursionist—What Brought Him to the Front—Sketch of His Remarkable Career.

AN ORDER OF MERIT.

For Heroic Deeds of Railway Men—Illustrations—A Passenger Train Without a Driver—The Brave Act of Thos. Hunt—Saves an Explosion—The Runaway Goods Waggon—A Waggon of Gunpowder Drawn from a Burning Building.

FURTHER NOTES ON G. T. OFFICERS.

Sir Joseph Hickson, Ex-General Manager—Lewis James Seargeant, General Manager—Wm. Wainwright, Assistant General Manager—Edmund Wragge, Local Manager, Toronto—Major James Stephenson,* General Superintendent—J. Fred Walker† and the Audit Office—W. J. Spicer, General Manager—E. P. Hannaford, Chief Engineer—Joseph Hobson, Chief Engineer—Samuel R. Callaway, now President of Toledo, St. Louis and Kansas City Railroad—The Late Wm. Edgar, General Passenger Agent—Nicholas J. Power, General Passenger Agent.

GENERAL FREIGHT AGENTS.

M. Pennington—F. C. Stratton—P. S. Stevenson—John Porteous, now General Manager of the National Despatch Freight Line—The Late Thos. Tandy—John Burton, the present G.F.A.—John Earls, Western District Freight Agent—Arthur White, Central District Freight Agent—The Late Major Wiley, Freight Agent, Montreal—Major R. L. Nelles, Freight Agent, Toronto—Geo. S. Spence, Accountant G. T. R. Freight Office, Toronto—Thos. Dow, Agent, Windsor—Mr. Dow's Story of the "Pants and the Mail Bag."

* Mr. Stephenson, as well as the Author, are natives of the ancient town of Lancaster, England—Vide Chas. Dickens "Lazy Apprentices"—"Bride's Cake all the Year Round at King's Arms."—A Reception to the "Lads and Lasses of Lancashire," by Lord and Lady Stanley of Preston, at Alderman Hallam's Residence, Toronto, (1888.)

†Mr. Walker died May 21st, 1893.

STATION MASTER OR AGENT.

The Lying One—The Happy One—The Dude—One in Authority—His Hobbies—A Geologist—A Naturalist—Knows the Best Trout Stream—A Gardener—A Fiddle Maker—Lady Station Agents and Audit Clerks—Book-keepers, Type Writers, &c.—John King a Station Master, the First Pledged Teetotaler, 1832.

THE CONDUCTOR.

A Physiognomist—An Encyclopedia—Carries Passengers by "Piece not by Weight"—Prepares for a Rainy Day—The "Brotherhood of Conductors"—A Kind Act of One—Mose, the Fat Conductor—W. K. Snider, the Evangelist, Tells "the Good Old Story."

A GRAND TRUNK CELEBRATION IN 1856.

A Famous Speech by Mr. C. Davidson of the Chicago *Tribune*—Speech of President Sir Henry Tyler at the St. Clair Tunnel Banquet—Thos. A. Edison, the Great Electrician—A Grand Trunk Telegraph Operator when a Boy of 16—Some Incidents in His Early History—Mr. Edison's Baby Girl and the Phonograph—James Murphy, the Irish Boy—His Remarkable Career—Collector of Customs at Richmond, Quebec—John McMillan—A Canadian Boy—His Unique Success—The Car Building King—A Senator of Michigan—Tom Hood's Dream—"Impudence of Steam"—"All Aboard for Jerusalem"—Dr. Schultz (Lieut. Governor of Manitoba)—Incidents of Fort Garry—A Visit to Montreal—Conscience Money Paid to the Great Western Railway—A Railway Clerk's Luck—His 135 lbs. Nugget of Gold—The Printing Press, an Eulogy by the Author in 1844.

EARLIEST RAILWAYS.

Their Origin—Tram Roads for Minerals—The Duke of Bridgewater (of Canal Notoriety) Did Not Like Them—Early Railways in the United States and Canada—"Snake" Rails—First Locomotive in Canada the Little "Kitten"—Railway Speed in 1836 and in 1892—Railways in India, England, United States, the Dominion of Canada, and the World—Old Locomotives "Samson" and "Albian" at the World's Fair—Story of Stephenson's Famous "Rocket"—Accidents—Stage Coaches versus Railways—Coach Upsets.

SYNOPSIS OF CONTENTS.

CANADIAN CANALS.

An Account of—Extracts from Dr. Wm. Kingsford's Work on Same.

STEAM BOATS AND STEAM SHIPS.

Fulton's "Clermont" on the Hudson River—John Molson's "Accommodation" on the St. Lawrence—The "Savannah"—The "Royal William"—The "Great Western" and the "Sirius" Cross the Atlantic—A Ship's Bill of Lading 100 Years Ago—Ocean Records of Steamships, 1892.

A BRIEF HISTORY OF THE CANADIAN PACIFIC RAILWAY.

Traffic on the C.P.R. for 1892—Mr. Wm. Whyte, General Superintendent Western Division C.P.R.—A Winter Railway Journey from Winnipeg to Montreal, 1893—Some Figures about the Province of Manitoba—How Mr. Swords (of Hotel Fame) Found Himself in the North-West—First Steamer on the Red River of the North—Quebec versus New York; a Comparison of Distances—The 22,000 lbs. Canadian Cheese at the World's Fair, Chicago.

THE ELECTRIC TELEGRAPH.

Early Experiments by the Author, an Operator—G. W. Purkis, Superintendent—H. P. Dwight, the Father of Telegraphy in Canada—O. S. Wood of Montreal and Geo. Black of Hamilton—Their Long Connection with the Telegraph System—Grand Trunk Railway Operators Successful Men.

STORY OF THE ATLANTIC CABLE.

Huzzahs at Portland—Mr. Cyrus Field never gave in—First Atlantic Messages—The Queen and President Buchanan—Grand Triumph—A Brother's Tribute to Cyrus W. Field—Fred Newton Gisborne (a Canadian) the First to Suggest an Atlantic Cable—Marine Cables of the World—Some Rhyming Ditties on British Grand Trunk Managers by the Poet Laureate of Maine, 1854–1859.

ENGLISH AND AMERICAN SPEECH.

Some Differences in Railway Vocabulary.

SYNOPSIS OF CONTENTS.

xi.

The Acton Copper Mine—A Big Pocket—Sir Wm. Logan's Prediction—A Bowmanville Coal Story—"Indurated Bitumen" and a Toronto Professor—"Meet Me at Midnight"—A Rate for Pork—A Madman's Telegram—An Applicant for a Railway Situation, from Joseph Taylor's "Fast Life."

INCIDENTS AND ANECDOTES.

A Little Man's Bath in a Hogshead of Porter—How the Maine Liquor Law was Carried Out at Paris Station, Me.—Jack Maguire, the Baggage Man—A Queer Bed at Fargo—"En Yo Got Ony Trunks?"—She Got Off at "Catastrophe" Instead of Stamford—A Small Pig Turned Into Two Dogs and One Horse—A Small Pup and a Lady's Muff—A Warm Bed at Island Pond—Sturgeon and Halibut Steaks—A Burly Frenchman's Fishing Scheme—Boston Men—A Burly Frenchman's Grape Culture and Montrealers—A Customs Collector Ordered to Keep Out of Foreign Countries—An Engine Driver's Feat—A Lesson to Travellers.—Greatness of the British Empire—Famous Speech by Dr. Beers, of Montreal, at Syracuse, N. Y.

HENRY ANDERTON.

The Station Agent and Poet—A Specimen of His Poetry, Entitled "Nature."

THE AUTHOR'S VALEDICTORY.

An Address to Railway Employees in all Countries.

LIST OF SUBSCRIBERS.

NAME.	RESIDENCE.	No. OF COPIES.